

BRAZIL A RICH LAND

Controls Rubber Industry of Entire World.

SUGAR CANE ALONG COAST

Republic Produces One Hundred and Thirty-five Million Dollars' Worth of Coffee for Export—Cattle Raising Profitable in South Brazil. Mineral Resources Abundant.

The following article upon Brazil, its rubber production, coffee plantations, railways, and varied riches, was prepared especially for The Washington Herald, under the supervision of John Barrett, director of the Bureau of American Republics, from data furnished by the bureau.

Brazil is a wonderland. Trees in that lucky republic yield a substance most easily changed into gold. This is rubber. The United States imported last year 138,000,000 pounds of rubber, valued at over \$50,000,000. This product is to-day one of the greatest necessities to industrial progress. Stop its influx to any country for a month, and civilization would halt. Rapid transit, the telephone, and other developments of our era, including automobiles, depend upon rubber, and, excepting a few plantations in Africa and Asia, Brazil controls the rubber crop of the world.

Up the Amazon, 1,000 miles to Manaus, 1,000 miles further to Iquitos in Peru, stretch the forests that are part of Brazil's riches. These are inexhaustible, because they are in the tropics, where a new vegetation springs up as soon as an older one is attacked.

Cacao Follows Rubber.

After rubber comes cacao, for the denuded rubber areas seem well adapted for the less native plant. These forests of Brazil provide more than woods, however. They are full of trees which, for medicinal plants, to come, will furnish building and furniture material to relieve our forests of the demands upon them. Along the coast is an immense sugar and cotton region. Brazil exports sugar, and whenever the call is made upon her, she can supply this food to a large part of the world.

This northern third of the republic may be broadly entitled the Amazon basin. Farther south, in the middle third, is the great coffee district. Brazil exported last year \$18,000,000 of coffee, more than half the world's supply. The United States took half of this crop. The States of Rio de Janeiro, Minas Geraes, and Sao Paulo are rich with coffee plantations, and the land still unoccupied is capable of producing food for millions of people. This is a point little appreciated by the North American.

Brazil is by no means a mountainous country, even compared with Mexico and Central America. A back of the range skirting the coast the country is a plateau. There may be heights of 5,000 to 3,000 feet, but the extensive inland of the republic is hill and valley, with a temperate climate well suited for the home of all races. The elevation of 2,000 to 4,000 feet neutralizes the proximity to the Tropics of Capricorn, and the abundance of water from the many rivers intersecting the land, assures against drought and at the same time furnishes power for all modern improvements.

Cattle in Southern Brazil.

The southern third of Brazil is altogether within the temperate zone. Here cattle are grown, and here, when the western portions of the country are brought under cultivation, all grains and fruits will flourish as in Missouri.

These facts give emphasis to the assertion that Brazil is one of the lucky few among the nations upon earth which has within her own confines all the necessities for sustaining a nation and for civilization. No European nation, with the probable exception of Russia, including Siberia, can say as much. Brazil, in this respect, has to some extent the advantage over the United States. We cannot grow rubber, or coffee, or cacao. Yet Brazil exports these. In 1906 her exports amounted to \$25,000,000, and her imports to \$185,000,000. And Brazil is never neglectful of her opportunities to encourage this foreign commerce.

On the beautiful harbor at Rio the government is now spending at least \$40,000,000, so that the largest steamers will soon be able to load and unload with all mechanical convenience at the water's edge.

At Santos, where the coffee comes from, are as fine docks as can be found on the Atlantic Ocean, second only in size to, but not surpassed in convenience by, those at Buenos Ayres. At the modern docks of Manaus, up the Amazon, which cost \$10,000,000, ocean-going vessels are conveniently berthed. At Massambau, \$5,000,000 will soon be expended. For Recife, the port better known as Pernambuco, \$10,000,000 has just been appropriated. At Rio Grande (do Sul), \$10,000,000, and more if necessary, is going to make that port of Southern Brazil one of the best outlets for the eastern La Plata valley.

Steamers Run to New York.

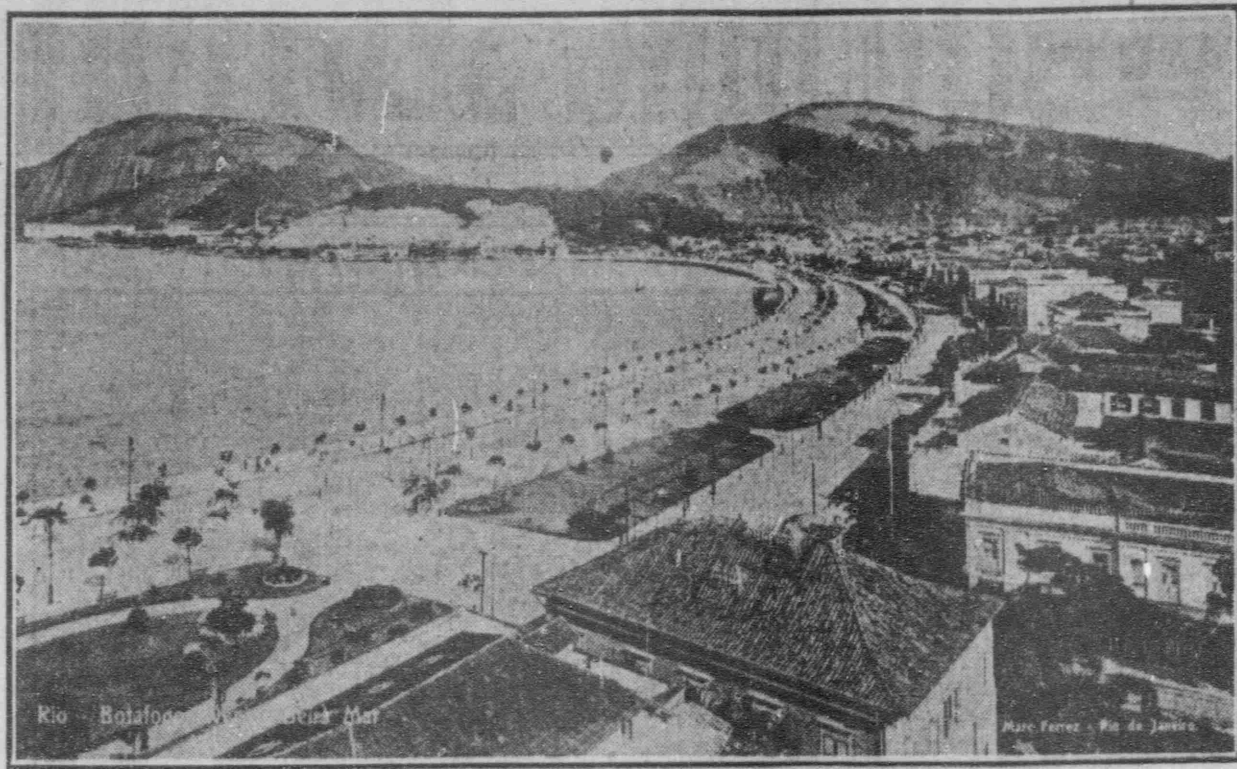
Brazil has a line of steamers running to New York, which carries back a goodly share of the \$18,000,000 of goods we ship to her. The balance went in ships under other foreign flags, and only a few trifling dollars' worth went under the Stars and Stripes.

The country, although agricultural, is not lacking in mineral wealth. Gold has been mined for centuries. The diamond fields are second only to those of Africa, and coal in substantial quantities has been found in the republic.

Brazil has in operation 10,500 miles of railway, with about 4,000 in process of construction. An interesting feature of these railway systems is that they are fan like, the point of convergence being some seaport, only few ports being connected by internal commercial communication. But the national government is to-day fully alive to the fact that to increase her activities something more than marine commerce is needed.

Encouragement to Railroads.

Encouragement is, therefore, given to developing the railway system within the interior. It may be years before the capital, Rio de Janeiro, can be reached overland from Para at the mouth of the Amazon, but the time will soon be here when the traveler can go from Rio to Buenos Ayres by rail. American engineers are working now on a survey from the southern boundary of the State of Sao Paulo to Porto Alegre. From this city only a slight gap remains to be filled to the frontier of Uruguay, and from here a straight line of rail leads to Montevideo. Americans are just beginning to appreciate this rich Brazil. She has 892 municipalities, and they all are alive to the newer industrial problems. The English and Germans long ago found investments profitable. The railways are in great part English. Much of the harbor construction work is English. If Rothschild & Co. have faith in the credit of this big republic, so should the financiers of the United States. In fact, investments of American money are increasing year by



Great boulevard on sea front, on which the government of Brazil has spent many millions of dollars.

year. Some of the electric lighting of the cities is American; the trolley service of Rio, Sao Paulo, and Bahia are American, and American financiers have no cause to complain. Therefore the more friendship of this character we show our transatlantic neighbor, the more cordial will be the relationship in the future.

MEXICANS READ ENGLISH.

Growing Demand for Magazines and Books in State of Coahuila.

Mexico seems to feel the desire for public education and advancement along intellectual lines. This is shown in the increasing demand for books and magazines; and, strangely enough, the Mexicans are specially desirous of buying and reading periodicals printed in English. Consul Thomas Voetter, writing from Saltillo, says:

"The authorities of the state of Coahuila are devoting much attention at present to education, and later in this year the normal school will be transferred to a large and well-equipped modern building now under construction. With the increase in general education it is certain that there will be a greater demand for books and magazines, and the attention being given to teaching English cannot help but create a market for books in that language."

"It can be said that if American publications translated into Spanish (fiction especially) were brought on the market here, there would be some business done, and the same may be said of books printed in English, but the demand would be small, and it would not pay for dealers here to carry any large stock. In view of the future increase in the number of educated persons, it would be wise not to neglect any opening, however small it might seem now."

OIL IN THE FAR NORTH.

Oozes from Ground, but Its Source Is Hard to Find.

"The country that one passes from Athabasca Landing down to the Arctic Red River is full of vegetation," says a writer in the Geographical Journal, "and will, in my opinion, one day be settled. In all the mission stations at the different points that I passed I saw wheat and barley growing, potatoes, lettuce, turnips, carrots, and every kind of vegetable that one grows in one's own garden at home."

"The country is thickly timbered near the banks of the river, and there are few places in which you do not find large patches of prairie. You pass by a great outwash of natural gas, and oil is oozing out for miles along the river bank. An earth movement has taken place, resulting in a line of fault, which is marked for more than 100 miles along the bank of the Athabasca River."

"Out of this oil has been oozing, we do not know for how long, and no one has yet found the reservoir of oil which may exist there. A German noble, the Count von Hammerstein, has spent a great deal of his own money and time in trying to find the reservoir, and I most sincerely hope that he may be successful."

"Coal and asphalt are to be seen everywhere, and there are great salt plains not far distant."

SUBURBAN NORTHEAST GROWS

Three Hundred Houses Built in Last Three Years.

South Brookland, Elliston Terrace, Langdon, Woodridge, and Sherwood Filling Up with Homes.

The development of the northeastern portion of the District, lying along Rhode Island avenue, from Eckington to the District line, has been rapid during the past three years. Within that time 300 or 400 houses have been built in the suburbs of South Brookland, Elliston Terrace, Langdon, Woodridge, and Sherwood, and at no time has there been a greater amount of building and active work than now.

About three years ago there sprang up at the District line the suburb of Mount Rainier and Brentwood—a part lying in Maryland and a part within the District—and so rapidly did these localities grow that to-day there are probably 2,000 inhabitants where three or four years ago there was nothing but farm and timber land. Thus in the aggregate the new population centered in this part of the District has increased not less than 3,000, and many residents of the District who have had no occasion to travel out in that direction would be surprised to find what a growth has taken place in so short a time.

The opening and improving of Rhode Island avenue through this territory has been one of the means of this development, and another may be properly credited to the cheapness of the land. The extreme range of prices is from 2 cents to 30 cents a foot, with a fair average around 10 cents a foot. Potomac water, gas, electric lights, telephone, and other conveniences are generally available, and this large proportion of this part of the District will be served. The contracts have been let, the money has been appropriated, the work is progressing rapidly, and the Commissioners promise that during the coming fiscal year the work will be completed.

Many of the principal streets are macadamized, and sidewalks have been laid in the most populous sections. The Langdon school is central to most of this territory, and there is a new building now in course of construction, to cost about \$30,000, which, with the old building, will furnish ample school accommodations, up to the eighth grade, for all the children now resident there. There is also building this season a fire engine house, to cost about \$20,000, which will assure the locality against disastrous fires.

Local stores are numerous, and every local convenience, such as laundry, ice, garbage, bakery, and vegetable delivery, are as regular and plentiful as in any part of the city. There are no offensive factories, railroad shops, or gas plants, marshes or colored settlements to affect the desirability of the locality for

residential purposes. The majority of the land is very high, and much of it affords a magnificent view in all directions.

The City and Suburban Railroad, traversing Rhode Island avenue, is probably the best-used suburban line in the District, and carries thousands of passengers from the city through the District and out into Maryland as far as Laurel.

For employees of the principal government departments and the business houses of the city, no section is more convenient or desirable, and it is only one fare, with no change of cars, to the Treasury.

There are a number of builders putting up modern, comfortable cottages of five to eight rooms each that can be purchased at from \$2,500 to \$3,500 on very easy terms, and there is no place in the District where so little money will purchase so much in the way of land and all that goes to make up a desirable home.

FOOTWEAR IN MEXICO.

Sales of American Product Grow Without Any Canvassing.

Consul Luther T. Ellsworth, of Ciudad Porfirio Diaz, calls attention in the following report to the excellent opening for the extension of the sale of American footwear in Mexico:

The sum of \$149,670 was invested in American shoes and boots in 1907 by the dealers in this part of the country. It was the merited reputation of these articles that delivered, almost free of expense, this trade to manufacturers and representatives of American shoe and boot dealers in footwear rarely visit this district, but the quality and style of their product introduced here has given such excellent satisfaction that this trade has been secured almost without solicitation.

Mexicans dress their feet as well as their means will permit, some paying \$5 to \$15 (Mexican dollar or peso equals 50 cents American) per pair for shoes of boots, and even the laboring people of the Mexican cities wear good quality American footwear has merited so much attention and so pleased the people here that they now demand it, regardless of price, which is necessarily high because of the Mexican duties of from 35 cents to \$1.50 American currency per pair, according to size.

It is stated that the dealers now cross the Rio Grande and purchase their stock from the American dealers in Texas; therefore, it may be confidently stated that the present trade can be increased if given the proper attention.

CANADIAN LABOR UNIONS.

Many of Them Closely Allied to Those in United States.

Consul H. D. Van Sant sends from Kingston the following statistics on Canadian labor unions:

Some of the labor organizations of the Dominion are closely allied to those of the United States, and while national or provincial relationships do not enter into this matter, the by-laws and regulations and generally the local organization and purposes are on similar lines, i. e., the elevation and betterment of labor conditions in the Dominion.

According to the figures of the labor department, the total number of labor organizations formed in Canada during 1907 was 232, and of organizations dissolved 58, being a net increase during the year of 174. Compared with the three preceding years, the returns show a marked increase in the activity of the organization.

In 1906 the number of organizations formed was 154, and of organizations dissolved 86, a gain of only 68. In 1905 there was a net loss of two, the unions formed numbering 138, and unions dissolved, 140. There was an increase of 44 in the number of unions during 1904.

The year 1902 alone, since records have been kept by the department, was more active than the season just past in regard to the organization of workmen, the number of unions formed in that year being 275 and of unions dissolved 54, a net increase of 221.

Of the organizations formed last year, 51 were formed by railway employees, 43 by metal workers, and 41 in the building trades. Ninety-four organizations were formed in Ontario, 51 in Quebec, 28 in Alberta, and 22 in British Columbia.

Coal Output in Great Britain.

The total output of the Kingdom in 1907 was 267,823,276 tons. The number of persons employed at the mines was 940,618, an increase of 53,273 over 1906. The demand throughout the year was active, and prices and wages were lucrative to all concerned. The strike, which put 3,600 miners out of employment in Nottinghamshire, has been settled by an amicable compromise after heavy losses to both owners and employees.

CHICAGO OF MEXICO

Name Applied to Ancient City of Monterey.

IS A LEADER IN INDUSTRY

Has Become Wholesale Trade and Distributing Center for Northern States of Republic—Condition and Status of the Farmers Who Purchase Their Supplies There.

Among the industrial centers of the United States of Mexico, Monterey seems to be making progress which promises to place her at the head of the commercial cities of that republic. Monterey is in Northern Mexico, and possibly has received some impulse from the activity displayed in our country, but from whatever cause, Special Agent Butman writes some interesting things about the enterprise and push of the Mexicans who make Monterey their home. He says:

Monterey is called the Chicago of Mexico. With a population of about 50,000, it is an active commercial city, and one of the largest distributing points of the republic. The territory supplied from this center includes the state of Nuevo Leon, of which Monterey is the capital; portions of the states of Tamaulipas and Coahuila, and, in fact, the greater part of Northern Mexico.

The facilities for distribution are good. The Mexican Central Railroad runs southeast to the important Gulf port of Tampico, 222 miles distant, and northwest to Ciudad Juarez, opposite El Paso, on the Rio Grande. The Mexican National lines lead eastward to Matamoros, opposite Brownsville, north and east to Nuevo Laredo, and north to Ciudad Porfirio Diaz, across the river from Eagle Pass.

The fact that Monterey is so important a railway center has added great impetus toward the establishment of trades and industries, and the city is now the most important manufacturing town in Northern Mexico. Its people are progressive and show wide activity in business affairs, while the vast manufacturing interests afford employment to thousands whose purchasing capacity may well be taken into account.

Becomes a Sanitary City.

One of the most complete sewerage systems known, the automatic flush tank system, is being installed throughout the city, which, when completed, will place Monterey in first rank as regards sanitation. A splendid new water system has been recently installed and will be placed in operation upon the completion of the sewerage system. Contracts for paying the principal streets have been entered upon, which provide for asphalt pavements for the central streets and brick in other instances, the latter over a concrete foundation.

The old mule cars have been taken off the lines and replaced by the modern electric car service, which system is being enlarged by the addition of new circuits. Real estate values are firm and advancing, considerable building is going on, and, all in all, the appearance of this Northern Mexican city is one of prosperity and advancement.

Among the industries of principal importance may be mentioned three large smelters, foundries, and the largest iron and steel plant in the republic, capitalized at \$10,000,000 (Mexican) and employing under full capacity 2,000 hands. One for the construction of the plant is secured at Golondrina, 120 kilometers (kilometer equals 0.32 of a mile) from the city on the National Railroad; also from Monclova, in the state of Coahuila, and is of high grade, running to 65 per cent.

The output includes pig iron, angle iron, T iron, gray iron castings, brass and steel castings, channels, steel I beams, mild steel bars, octagon drill steel, and steel rods, 12, 16, 20, 24, 30, 36, 42, and 48 pounds. Common laborers in the industry receive a wage of \$1.50, skilled workmen up to \$5 (Mexican) per day. The output of the plant is in no way sufficient to meet the demands of Mexico's iron and steel markets, which demand large quantities of American manufactures of the same order.

Woolen and Other Industries.

Other industries include woolen and cotton mills, candy factory, and brick-yards. A cement manufactory has been recently established thirty-eight kilometers north of Monterey. The plant is complete and modern in every respect and is equipped with the best machinery for crushing, grinding, and burning by the most improved methods. The raw material used is from properties owned by the company, which is known as "Cementos Hidalgo, S. A." The rock-built water reservoirs of the plant have a capacity of 2,000,000 barrels, and the capacity of the factory is stated to be 500 barrels daily. The laboratories are in charge of expert American chemists.

The "Cuauhtemoc Brewery," perhaps the largest and most important brewery in the republic, is situated in Monterey, and is a very successful commercial enterprise. The establishment covers 2,000,000 square feet of land, and has an admirably well equipped factory, having a capable output of 100,000 bottles per day, manufactured according to the most modern processes. The fermentation department contains 75,000 barrels and the boiling department 35 barrels. Electricity furnishes the motive power of 2,000 horsepower. Employment is given to 1,200 persons. The output for the last year was valued at \$5,000,000 (Mexican). The tonnage brought to Monterey by the railways centering here is second only to that carried by the railways to one other city in Mexico, and that the capital city.

What the Estate Owners Buy.

Monterey being a center for wholesale trade, I would mention perhaps, first of all, the hacendados, or farmers, who come into the city in large numbers for needed supplies of every character. The hacendado is a large buyer, and as scientific agriculture advances and the personal requirements of the laborer grow more advanced he will without doubt become one of the best buyers in Mexico. There are in the republic about 10,000 hacendados, or farms, with which the same number of usual farms in the United States may in no wise be compared.

All Mexican farms cover large estates, 1,000 acres being considered small and the average size varying from 10,000 to 500,000 acres. I am told of the existence of one hacienda in the northern state of Durango comprising 10,000,000 acres.

The farmers have their managers, sub-managers, bookkeepers, timekeepers, cashiers, and hundreds of laborers, while the home of the owner or resident manager is large and fine. In addition to farming machinery and implements, wagons, hardware, paints, roofing, well-drilling machinery, windmills, weighing scales, blacksmiths and carpenter tools, plantation railways, &c., needed for use on the estate, the farmer will buy office furniture, typewriter, and safes, house furniture, sewing machines, and phonographs, &c., since the Mexican hacendados may, in fact, be considered dealers themselves, they must purchase by the wholesale certain supplies necessary for the outfit and maintenance of their small army of dependents.



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BUSINESS OUTLOOK HOPEFULLY BRIGHT

Continued from Page One.

of trade, and now the financial and industrial air is clarified by the storm of the panic, and the position of the business world must be vastly better off than it was a year and a half ago with the panic impending.

Much Depends Upon Crops.

Much depends upon the agricultural operations for the year, with reference to the ease with which the industrial equilibrium will be reached. Upon the cotton, corn, and wheat crops of the country will depend, in a large measure, the prosperity of the next twelve months. The Agricultural Department recently made public its estimate of the world's wheat crop of 1907. It was shown in that statement that the shrinkage in the yield of wheat for the year was 22,000,000 bushels, or nearly 10 per cent of the whole.

While the harvest of 1906 was unprecedentedly large, still the shrinkage of last year was sufficient to make itself felt in all the productive, industrial, and financial operations of the world. The government does not attempt to show to what extent this shortage in wheat was contributory to the world-wide depression of business of 1907, but that it was a contributing influence need not be argued.

Now, if the wheat crop, the cotton crop, and the corn crop of 1908 shall be near the high-water mark for those products, the recovery from the effects of the 1907 financial troubles will be rapid and salutary.

Shortage in This Country.

In this country last year 101,000,000 bushels less wheat were raised than in 1905. The harvest was the smallest for seven years, and the returns from the great wheat belt this year have become a matter of much anxiety, not only to operators in the wheat pit of Chicago, but to the great milling interests and all the industries on this continent.

It is yet too early to make predictions, and the government experts are not venturing into the realm of prophecy, but at the present moment the crop outlook is such that the speculative prices of the grains and cotton are much depressed. Bears in the markets of Chicago, New Orleans, and New York have had matters their own way for many weeks, and last week new low levels were made in most of the farm products, largely upon the hope of good harvests.

Outlook Essentially Hopeful.

From the best sources of information, therefore, the outlook is essentially hopeful. The demand for iron, one of the great pointers in the trade of the world, has increased in the last month, metals generally, including copper, are a little stronger, and in the market for railroad, industrial, and other securities, where liquidation of the most drastic character has taken place, there is evidence of slow but sure improvement. There will be no return for several years to the inflated prices of stocks and bonds of March, 1906, but between the high figures of that month and the low figures of last October there is room for great improvement and a movement in the buying and selling of securities that will make fortunes for those who are wisely holding the bonds and stocks bought during the depression of the past few months.

All reviews of the situation lead to the same end. Times are better, recovery in every line is working itself out, and now is the time of all times in this generation to embark upon business enterprise, to branch out conservatively and be sure of good profits a short time hence. The financial, industrial, and commercial departments of the world's work are in better shape to-day than they have been in five years. It is no time for the pessimist, but essentially the lining of the optimist.

Lakes Superior and Erie Channels.

Consul Harry A. Conant, of Windsor, Ontario, referring to the improvement of the channels on the route between Lake Superior and Lake Erie, reports that a large part of the work done in 1907 consisted of excavations at the lower end of the Detroit River, of which about 80 per cent was in Canadian waters, within his consular district. In 1907 the work performed consisted of the removal of 2,000,000 cubic feet of material, of which about 15 per cent was either limestone bed rock or the overlying material, a large portion of which required explosives. The present channel will be nearly completed in 1908, and another channel, thirteen miles in length, will be commenced. The commerce passing through the Detroit River in 1907 was roughly estimated at 67,000,000 tons.

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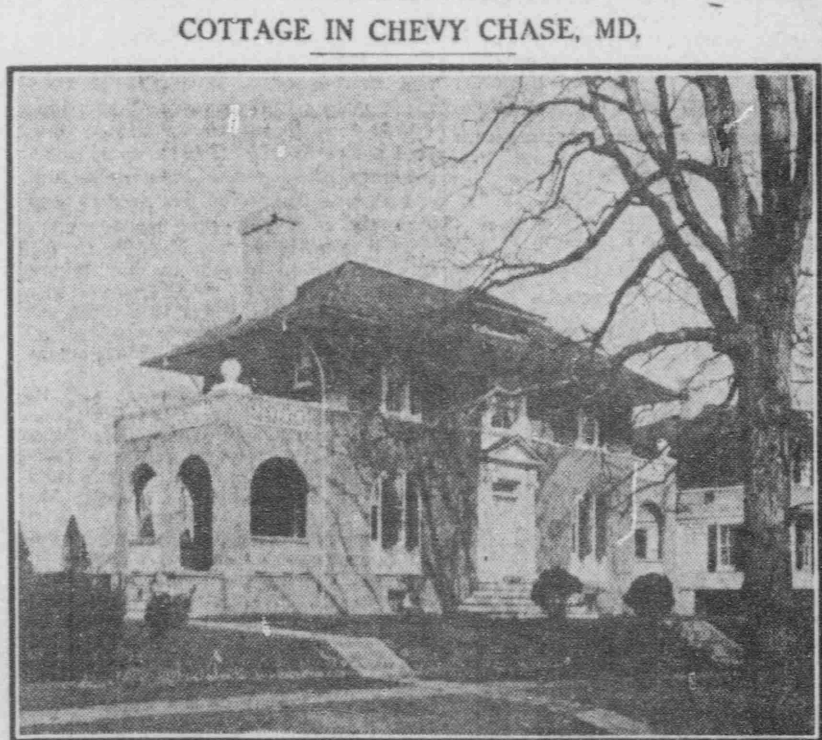
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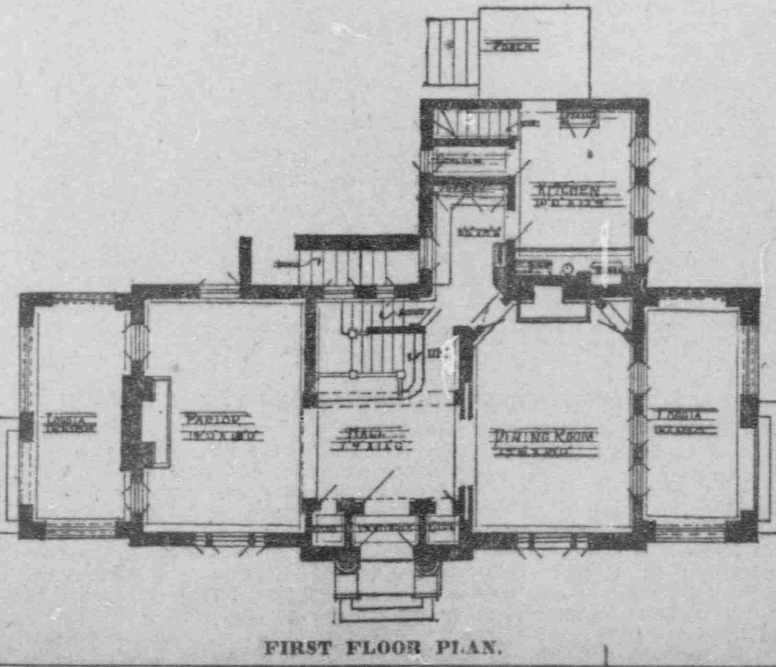
The accompanying illustrations show the elevation and first-floor plan of one of the recently erected cottages in the subdivision of Chevy Chase, Md. It was planned by Wood, Donn & Deming, and built by the Chevy Chase Land Company. This cottage has been much admired for its slightly appearance from the outside and the cozy comfort which greets one on entering the house.

The cottage is owned and occupied as the home of Mme. Bachrach. It is 31 by 32 feet in dimensions, two stories high, and the design is of the colonial type. The exterior is pebble dash with stucco work ornamentation, and with the vines and trees which stand near it, the house is one of the most striking in that subdivision.

The main entrance is at the side, through a handsome vestibule. To the left of the hall is the parlor, opening into a loggia beyond, which leads to an exterior semi-enclosed porch, ornate and cozy in its design. To the right of the hall is the dining-room, also opening into a loggia beyond. The kitchen is at the back of the house, opening upon a wide porch, which gives an air of comfort from that side.

This cottage is probably one of the most comfortable and cozy that is to be found about Washington built at modern cost.

INTERIOR OF MME. BACHRACH'S HOME.



FIRST FLOOR PLAN.